

**Executive Committee for Highway Safety
Ensuring Drivers are Fully Licensed
Working Group Meeting Minutes – Mtg. #1
May 6, 2004**

Location:

DMV, 9:00 a.m.

Committee Members in Attendance:

Commissioner Tatum	Stacie Cruz	Wayne Hurder	Rob Foss
Cpt. David Teeter	Vickie Embry	Greg Fuller	Richard Mullinax
Cliff Braam	Jackie Johnson		

Scribe:

Cliff Braam

Minutes:

- The meeting began at approximately 9:00 p.m.

Task I – Welcome/Introductions

- Commissioner Tatum opened the meeting, welcomed and thanked everyone for coming and participating.
- Next everyone in the group introduced themselves and where they were from.

Task II – Overview Presentation

- Cliff gave a presentation providing background information on the Executive Committee for Highway Safety (ECHS), the accomplishments of the ECHS to date, the formation of the initial 6 Working Groups, and finally the role/charge of the working group and what was expected.

Task III– Target Crashes; Data Presentation

- Cliff gave a presentation on specific data elements as related to crashes and fatalities involving drivers with out a valid driver's license in North Carolina as a base for the group to begin thinking about issues and solutions.

Task IV– Brainstorming/Open Discussion/

Both during and after the presentation on the data, there were discussions about the issue and specific areas of possible focus. Listed below are some of the major discussion points.

Name	Discussion
Cliff	<ul style="list-style-type: none">• Discussed issues associated with obtaining crash data from DMV-349 reports due to the issue associated with the "License Indicator" field being properly populated.

	<ul style="list-style-type: none"> • This is an issue that needs to be addressed initially so that the group can have access to more current data for analysis purposes.
Commissioner Tatum	<ul style="list-style-type: none"> • This issue has been resolved and all crash reports in the system from 2003 on should have this data field properly populated.
Cliff	<ul style="list-style-type: none"> • Two primary groups of drivers to look at: 1) those with suspended or revoked (S/R) license and 2) Unlicensed (U) drivers. • Unlicensed drivers can be divided into two categories: 1) drivers who have never had a license and 2) drivers who have lost them due to S/R and then never obtained a new license at the end of the S/R period. • Nationally: <ul style="list-style-type: none"> • ¾ of S/R drivers continue to drive • These drivers are greatly over represented in fatal crashes as well as in violations and crashes in general • 24% of drivers in fatal crashes are S/R • 35% of the drivers “at fault” in fatal crashes are S/R • Typical S/R driver is the young male. • S/R drivers are more likely to have other convictions for non-traffic offenses including violent crimes. • Unlicensed drivers that have never had proper licensure often include illegal aliens who fear the threat of detection and deportation. • Due to the costs associated with insurance and reinstatement of license, many drivers remain unlicensed at the end of S/R periods and continue to drive unlicensed.
Commissioner Tatum	<ul style="list-style-type: none"> • Need to distinguish between S/R and U drivers • With S/R drivers, you have two categories; “minor” or first time offenders and the “hard core” or repeat offenders. • The repeat offenders comprise the majority of S/R drivers. • There are concerns with the Latino population, especially with the new forms ; some do not have all of the proper forms needed to acquire a drivers license.
Wayne	<ul style="list-style-type: none"> • For unlicensed drivers, need to look at those who have never had a license verse those who have lost them? • NC has the largest program for migrant labor. DMV is working with the Department of Labor to put together a training course for these individuals and will be taking the course to them when they arrive in NC for work.
Rob	<ul style="list-style-type: none"> • 70-75% of S/R drivers continues to drive. There are options available for repeat offenders. • Part of the problem is that we take people’s license away and they need to drive to sustain way of life (jobs, schools, errands, etc.) • Individuals with permanent revocation for DWI are not the typical citizens for these people, DWI; S/R license is the least of their problems. • Minnesota takes the license plates off of offender’s vehicles. Also boot the vehicle at the offenders residence. This eliminates the need for storage facilities and other concerns. • Interlock devices are viable alternatives as the technology has greatly

	improved. However, we need legislation that would strongly discourage people from allowing use of their vehicles without interlock.
Cliff	<ul style="list-style-type: none"> • May need to look at innovative ideas/solutions. Things that may seem “far fetched”. • Need to educate the public, legislatures, etc. and get their involvement.
Rob	<ul style="list-style-type: none"> • Most of the “sensible” ideas have already been tried.
Wayne	<ul style="list-style-type: none"> • Need to look at way to promote alternatives to driving.
Greg	<ul style="list-style-type: none"> • For the issue concerning competent drivers, we need to look at left turn crashes where we have permitted left turns and protected left turns, flash conditions (yellow vs. red), new drivers and Hispanic drivers.
Stacie	<ul style="list-style-type: none"> • Consider making the program with the Dept. of Labor into a mini driver’s education class.
Cliff	<ul style="list-style-type: none"> • Please involve our office when you get the grant.
Vickie	<ul style="list-style-type: none"> • They have investigated a lot of fatalities. Can they read? Test them for English. Are they as competent as they should be?
Commissioner Tatum	<ul style="list-style-type: none"> • Group needs to investigate ways of being proactive instead of reactive. • May need a more extensive skills test of the licensing procedure. • Partner with the Department of Education to take a serious look at the driver education programs. • We require a “minimal” level of skill sets instead of a higher level.
Rob	<ul style="list-style-type: none"> • Data has shown that the graduated license (GDL) program has increased the skill set of teen drivers. Minimal point to see the most benefit seems to be about 9 months.
Wayne	<ul style="list-style-type: none"> • May need to look at a GDL for those over 18 if they have never had a license before to provide them with additional time to gain the necessary skills.
Rob	<ul style="list-style-type: none"> • It takes time and practice to develop good skills. • Studies have shown that those with shortened drives learning permit periods have vastly more crashes. • For repeat offenders, there is not much difference between 1st, 2nd, 3rd, etc. offenders. • An offender is someone who was dumb enough or not resourceful enough to get caught. • Studies have shown that on offender makes between 500-800 trips before they get caught once.
Stacie	<ul style="list-style-type: none"> • Look into implementing Safe Ride programs for those who drink. Target these at the appropriate areas. • May get corporate sponsorship for this.
Rob	<ul style="list-style-type: none"> • Universities “drunk busses” do cut down on the problem with student DWI. • From a corporate Safe Ride program, may get larger corporations like SAS to offer such programs to their employees since these corporations do often have a large investment in the employee.
Commissioner Tatum	<ul style="list-style-type: none"> • Need to remember the “Competent” component of the work group. • Competence on a test does not indicate competence on the road.

Rob	<ul style="list-style-type: none"> Competence. Is this cognitive skills, knowledge, and behavioral competence? This is such a wide and vast area to try and tackle.
Cliff	<ul style="list-style-type: none"> The working group on Keeping Drivers Alert is looking at many of these same issues as related to the human behavior factors.
Group	<ul style="list-style-type: none"> Due to the complexity and difficulty associated with the problem of S/R and U drivers, it was decided that this group would focus on these issues and work with/in support of the Keeping Drivers Alert WG on the issues of competence.

- The meeting was adjourned at 10:45 a.m.

Action Items:

Name	Item
Cliff	<ul style="list-style-type: none"> Review data for unlicensed drivers for available 2003 data.
Wayne	<ul style="list-style-type: none"> Look into the issues of suspended, vs. revoked vs. unlicensed drivers and gather general data. Age group, sex, race, rural/urban, etc. For unlicensed drivers, how many of these have never had a license as compared to those that have lost them and never reapplied.
Everyone	<ul style="list-style-type: none"> Review NCHRP guide.
Everyone	<ul style="list-style-type: none"> Discuss these issues with staff to generate additional ideas for solutions, determining the root problems, etc.

NEXT MEETING: July 13, 9:00 – 11:00, DMV Office